

A. Background

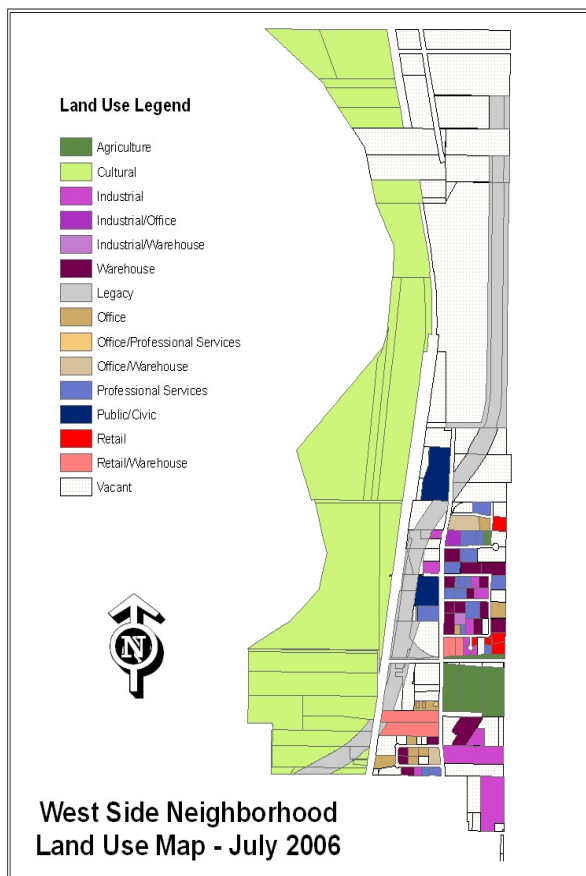
Located entirely west of Interstate 15, the West Centerville Neighborhood will be significantly influenced by the construction of the Legacy Parkway. Legacy Parkway is scheduled to be open in October of 2008. Essential to Centerville's economic health and its quality of life will be the effective use of land and development west of the freeway. The following information is a brief summary of the information that was utilized to form a basis for updating the neighborhood plan.

1. Summary of Existing Land Use Breakdown by Acreage and Percent

The City's Planning Staff performed a land use analysis using a windshield survey of the West Side neighborhood and entering

the data into the City's GIS software. The classification system was created using a slight variation of the standard land use planning categories set by the general planning profession. A summary of the resulting analysis is provided below.

<u>Type of Land Use</u>	<u>Acreage</u>	<u>Percent</u>
Agriculture	30 ac	3.8%
Cultural (Preserve)	543 ac	51.0%
Industrial	32 ac	3.0%
Office	19 ac	1.7%
Professional Services	20 ac	1.8%
Public/Civic	16 ac	1.5%
Retail	20 ac	1.8%
Vacant	384 ac	35.4%
Total	1,064 ac	100%



Land Use Types of the West Side Neighborhood

2. General Synopsis of the Business Real Estate Market and Davis County Job Growth Summary

According to a 2006 mid-year CRG Commercial Real Estate report, a strong residential construction market coupled with population and job growth is fueling the engine for continued growth. The report also states that "Good steady activity, centered around big box stores, is keeping the retail segment moving at a consistent rate" (*Davis County Clipper Article*). Additionally, CRG states, in a separate article, that "Davis County is very popular" and that they "wish there was more product for [them] to be involved in. This area could well offer come of the best return in the West, when compared with California, Denver, or Phoenix," (*Davis County Clipper Article*).

Recently, the Economic Department of Davis County promoted the need to "Preserve land for business so residents will

have jobs.” According to the County, there have been over 3,000 jobs added to the job market over the past year. However, Davis residents leave the County for about 26,000 jobs in other market areas (a net job export of 20%). The County indicates that “Growth needs to focus more on the manufacturing sector. For every 100 jobs created in manufacturing, 258 jobs are created in service, restaurants, and retail sectors” (*Deseret News Article*). In a separate article again quoting the County, it states that “it is important to diversify...it also includes high-tech jobs, pharmaceutical and medical jobs.” Also, it states that “Business parks in North Salt Lake and Clearfield have been successful...but housing developments are quickly swallowing up what prime business real estate remains” (*Standard-Examiner article*).

A third article quotes a warning from the Envision Utah Planning Director stating that “It will take courage for planning commissions and city councils to decline developers’ requests to fill all available land with residential neighborhoods and big-box retail stores and strip malls. The long-term financial health of [Davis] communities and the county will be sustained only if businesses with good jobs are added to the mix of residential and retail” (*Standard-Examiner article*).

The table below shows how much retail type development has recently been constructed or approved for development in the South Davis Area. This amount was compared to a previous 2004 Economic Analysis performed for Centerville City in 2004, which indicated at that time a potential demand of 467,668 square feet additional retail demand for the area.

<u>City</u>	<u>Sq Ft</u>
Bountiful	48,400
Farmington	0
West Bountiful	398,656
Woods Cross	5,433

Centerville	82,790
Total	535,279
2004 Est. Demand	467,668

3. General Environmental Issues Summary

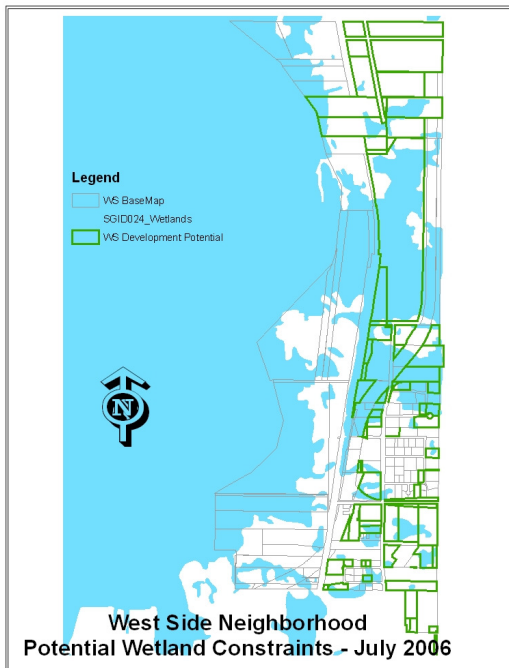
Generally, the West Side Neighborhood Plan update will need to consider three environmental issues. These issues consist of Wetlands, FEMA Mapped Floodplains, and the Great Salt Lake Shoreline. The general development constraints can be understood using existing data from federal, state, and county agencies. Each of these issues will be addressed below in this background section.

a. Wetlands

The City’s Planning Staff obtained data from the AGRC (state agency) and entered the data into the City’s GIS software. This data indicates that there may be substantial wetland concerns in the West Side Neighborhood, particularly with new development to the north and northwest of the new Legacy Parkway. In reviewing this information, it appears that there are two general processes that are contributing to the creation of these wetlands. The first is the natural water cycle involving stream and underground runoff. The second is the natural topographical or man-made berming or diking of these watercourses.

Natural Water Cycle – as water runoff occurs in our mountains to the east, water enters surface and sub-surface channels. These channels direct water to the west. As the natural terrain levels, water begins to either pool or re-surface over broad areas, which results in the creation of wetlands. Additionally, the Great Salt Lake’s elevation or shoreline fluctuates and over time these wetlands migrate east or west depending upon these fluctuating lake levels.

Berms/ Dikes – as the water flows down the natural water channels, it often encounters



Potential Wetland Constraints

barriers in the form of roadways and railroad beds. In the West Side Neighborhood the old DWRG railroad bed, Sheep Road, and the New Legacy Parkway have and/or will block the natural water flow. Therefore, the natural hydrology for the area is often interrupted, which results in the relocation and sometimes artificial creation of additional wetland areas.

To resolve this problem, culverts are installed to allow continued water flow out into the Great Salt Lake. However, these culverts have often become blocked and water is repeatedly redirected to other flat places, which have created and established some of these wetland areas of the West Side Neighborhood. Additionally in some cases, the natural flow channels to the far west have become overburdened with plant material (biomass) and water flow is re-directed to these other secondary locations.

b. FEMA Mapped Floodplains

The City has adopted a flood damage prevention ordinance (Chapter 9-5, Centerville City Municipal Code). This ordinance establishes “Areas of Special Flood

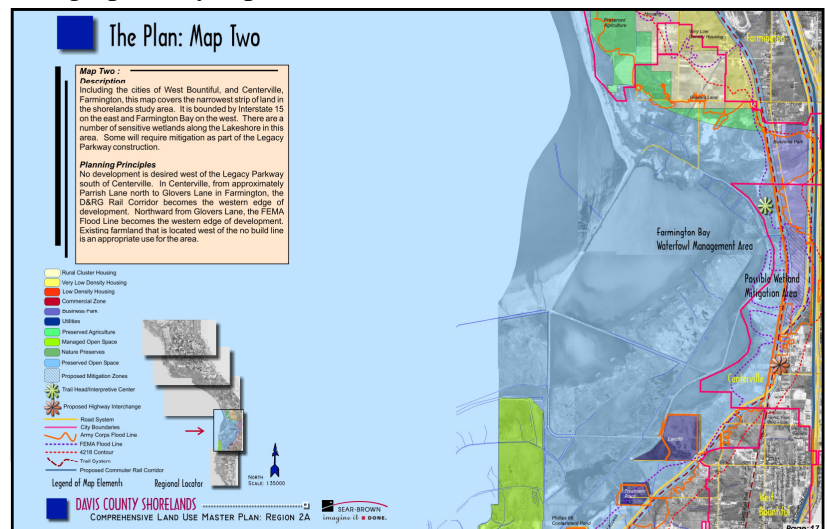
Hazards.” These areas are established using the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency. The purpose of the ordinance is to “minimize public and private losses due to flood conditions.” The West Side Neighborhood contains several of these flood hazards areas that may affect how property can be developed.

FIRM Map Updates – Currently FEMA is in the process of updating the FIRM documents. These updates are expected to be effective June 18, 2007. Preliminarily, staff believes that the area entirely west of Sheep Road will be placed in some type of flood hazard designation. Additionally, the existing designations in the area between I-15 and Sheep Road will likely be altered in some manner.

c. Davis County Shorelands Master Plan

Davis County has adopted a Shorelands Master Plan. The plan depicts the County desired uses along the shorelands of Davis County. The plan also encourages each city to adopt the plan as part of their general plan for their community.

The Shorelands Plan depicts five different areas. Each area is depicted by a map that graphically represents the desired land uses



Davis County Shorelands Plan – Centerville City Area

along these shoreland areas. Centerville City is depicted on Map 2 of the County's Shorelands Plan. Map 2 of the Plan depicts the following starting from the north and ending south in Centerville City:

- A community trail head/interpretive center west of Sheep Road in the Legacy Nature Preserve area.
- Business Park type development in the north area, west of Legacy Parkway.
- A possible wetland mitigation area located centrally between Legacy Parkway and the Preserve.
- The Parrish Lane/Legacy Parkway interchange.
- A continuation of the land uses in the existing industrial area south and east of the Legacy Parkway.

4. Summary of Other Existing Applicable General Plan Policies

Section 12-430-1 – Establish needed commercial and industrial service in designated areas of the City.

Section 12-430-3(2) – Land west of I-15 is suited best for well-planned highway commercial, office, business and research parks, light manufacturing, and permanent open space. Heavy industrial uses should be limited. The appearance of development west of I-15 is important. Residential uses are not appropriate. Commercial uses should be developed as an extension of the Parrish Lane Corridor. 1250 West Street should be looped to provide proper access.

Section 12-450-1 – Legacy Parkway classified as a major arterial street. 1250 West classified as a minor arterial street.

Section 12-450-2 – Parrish Lane/Legacy Parkway interchange and Parrish Lane/I-15 Interchange are major entrances (gateways). The visual qualities of these areas are important.

Section 12-450-3 – A Class I or II bikeway should be established connecting the east side of the City to the trail system of the proposed Legacy Parkway.

Section 12-450-5 – The route for Legacy Highway is the locally preferred alternative route (LPA) or modified “C” route (as currently being constructed at the present time).

Section 12-460-4(c) & 5 - The Bonneville Shoreline trail should be linked via other trails to the Legacy Parkway Trail. The land adjacent to the Great Salt Lake presents opportunities for studying nature and linking the area with hiking and biking pathways.

5. Legacy Parkway & Nature Preserve

Legacy Parkway & Nature Preserve will be a four-lane, limited-access, divided highway extending approximately 14 miles from Interstate 215 at 2100 North in North Salt Lake, northward to the junction of Interstate 15 and U.S. Highway 89 in Farmington. A multiple-use trail for pedestrians, bicyclists, and equestrians will parallel the highway. As mitigation for the Parkway's impact on 99 wetland acres, a 2,100-acre Legacy Nature Preserve has been established to protect precious wetlands and preserve wildlife habitat forever.

a. Legacy Parkway Alignment Through Centerville City

The Legacy Parkway generally parallels Interstate 15 west of the Union Pacific and commuter (i.e. Frontrunner) rail corridors along the northerly segment of the parkway. Upon reaching (southbound) approximately 1375 North Street, the parkway serpentine further to the west until it enters West Bountiful. As a result the parkway bisects the West Side neighborhood into two distinct north and south sections.

Upon completion of the parkway, these sections will be linked via a 1250 West overpass bridge with an additional future link tying in further west at Parrish Lane. The Legacy Parkway interchange will be constructed with the parkway being bridged over Parrish Lane, allowing for a future possible second access connection utilizing what is locally known as Sheep Road.



General Illustration of Legacy Parkway Corridor & Preserve

b. Legacy Parkway Design Concepts

The Legacy Parkway Design Team has established criteria to give the Parkway a unique look and feel by blending the project with the natural environment. The criteria established to describe the roadway design is as follows:

- Create a pastoral driving experience.
- Incorporate views of natural landscape and scenic resources.

- Improve environmental quality through restoration and enhancement.
- Utilize forms, patterns, textures and colors that reflect and compliment the local landscape.
- Offer opportunities for travelers to interact with nature.
- Create and connect recreational opportunities in the community.

The Parkway design includes gateways near the US 89 and the I-215 interchanges as a way of inviting motorists to the new driving experience. Gateway elements will include unique landscaping, signs and structures such as a cherry tree orchard in the Farmington area. In addition, the interchanges at Parrish Lane and 500 South will serve as gateways to surrounding communities along the corridor.

The Legacy Parkway will be landscaped with locally compatible or native plants. Landscaping will be consistent with the natural condition of the Legacy Nature Preserve, with some aesthetic enhancements. Fences will be designed to be functional and safe, yet they will also add to the overall visual experience. Trails and trailheads are integrated into the landscaping plan.

c. Legacy Parkway - A Western South Davis Inter-City Corridor Connection

With the development of the Legacy Corridor, new western north-south local roadway networks can now be developed. As mentioned earlier, the 1250 West Overpass will create an immediate connection to currently undeveloped land in the northwest area of the City. Additionally, Farmington City's Master Roadway Plan depicts a

potential inter-city connection between Farmington and Centerville City.

This inter-city (regional) connection could be established using 650 West in Farmington or Sheep Road. This inter-city connection also becomes important as the North Legacy Project is developed. Due to constraints created by the Union Pacific and commuter rail lines, this connectivity from the north to Parrish Lane is likely needed to create future capacity for creating accesses to the Legacy Parkway.

B. Neighborhood Planning Process and Comment

Fundamentally, the vision was created and developed through an extensive public participation process. The general public was invited to two general open house meetings held at City Hall on September 20, 2006 and on December 06, 2006. At the first open house, a background report about the West Neighborhood area was presented and its conclusions were discussed. At the second open house, the ideas and statements of an ad-hoc steering committee were presented to the general public to allow them to express their level of agreement.

In between these open houses a Steering Committee, comprised of about 12 participants, met on three occasions, October 18, 2006, November 01, 2006 and November 21, 2006. Each participant was invited to express their ideas and concerns regarding the subjects that were presented in the background report. Additional issues were discussed and recorded as statements to assist with the policy creation of the West Centerville Neighborhood Plan.

In addition to involving the general public, many of the local and state entities that would be affected were also invited to each of these meetings.

C. West Centerville Neighborhood Vision

The West Centerville Neighborhood Vision establishes a comprehensive guide to future physical land use patterns and desired attributes that have been expressed by the neighborhood. Additional planning principles and concepts have also been included to help establish the policies of the overall Neighborhood Vision.

In the case of the West Centerville Neighborhood Plan, the **vision is expressed using six (6) different topics. These topics are Future Land Use, Economic Development, Environmental Compatibility, Transportation Planning, Community Facilities and Services, and Annexation Issues.** Each topic is addressed using goals, objectives, and a graphical map to express the ideas that were developed to create a vision for the West Centerville Neighborhood Plan. **These goals and objectives are to be considered as statements of policy and are to be used in the decision-making process for land use ordinance amendments, applicable land use application reviews, and/or related capital improvement programs.** Additionally, each goal may be accompanied by descriptive text that is intended to assist with understanding the purpose, intent, and interpretation of the goal.

In addition to the topics, the West Centerville Neighborhood is divided into five different districts. Each district plays a different and sometimes distinct role in how land uses patterns are to

develop in that particular area of the neighborhood. These districts are identified as follows:

- **Centerville City Business Park**
- **Parrish-Legacy Gateway Corridor**
- **Shorelands Commerce Park & Mixed Node**
- **Legacy Nature Preserve**
- **South Industrial District**

The Vision identifies Sixteen (16) overall Goals with a total Ninety-two (92) Objectives and at times graphical maps. These goals, objectives, and graphical maps for the West Centerville Neighborhood Vision are described on the remaining pages of this document.

FUTURE LAND USE***GOALS:*****1. Enhance the Centerville
City Business Park District**

The Business Park District consists of the existing developed area located mainly south and east of the Legacy Parkway Alignment.

The goal is primarily to maintain and eventually upgrade the conditions and appearance of the buildings and yard areas, while being sensitive to the needs of existing business and property owners.

Preserving the economic viability of a now aging development area is critical to the success of the neighborhood

OBJECTIVES:

- 1.A. Develop and maintain 1250 West as the primary focal corridor for the Business Park.
- 1.B. Maintain an architectural theme for all buildings along 1250 West. The theme is to be complimentary with regards to the use of materials, specifically utilizing the current predominance of split-face concrete masonry or tilt-up construction materials.
- 1.C. Establish and maintain a consistent landscaping theme along the street front of 1250 West.
- 1.D. Encourage property owners to maintain and eventually upgrade aging buildings and sites.
- 1.E. Ensure that all outside storage yards or areas are appropriately screened from view from a public street. Additionally, storage areas need to be screened along the Interstate corridors of I-15 and the Legacy Parkway.
- 1.F. Allow older buildings to be upgraded without making it economically unfeasible to a point that it would require a complete demolition of existing structures.

FUTURE LAND USE***GOALS:***

- 1. Enhance the Centerville
City Business Park District
Cont...***

OBJECTIVES:

- 1.G. Allow metal buildings to remain or be constructed in the interior of the Business Park, although require additional use of materials to enhance the appearance of such structures.
- 1.H. ¹Limit land uses of the Business Park to light manufacturing, office, professional service and specialty retail type uses.
- 1.I. Reconfigure the Industrial Very High Zoning District in extreme southeast area and amend Section 12-36 Table of Land Uses (Zoning Ordinance) to allow the existing heavy industry uses, subject to a conditional use permit review.

¹ Amended by Ord. No. 2009-02, March 3, 2009

FUTURE LAND USE***GOALS:*****2. Create and Develop the Parrish-Legacy Gateway Corridor District**

The gateway corridor district consists of the adjacent lands on either side of Parrish Lane, particularly at the four corners of the Parrish/1250 West intersection and along the south side of Parrish Lane from the Legacy Parkway Interchange to the Interstate 15 Interchange.

This area will function as a primary entryway into the City. The goal of this corridor is to create a positive visual experience or impression for arriving and leaving Centerville City. All street and streetscape improvements of this area are to serve as entry and gateway features. Special treatments such as lighting, landscaping, way-finding signing is to be designed into private and public improvements to the area.

The particular focus should also include the Interchanges, specifically the enhancement of the bridges, entrance/exit ramps, and related shoulder areas.

OBJECTIVES:

- 2.A. Ensure that zoning regulations encourage and support the proper development of this gateway corridor.
- 2.B. Ensure that this gateway falls under the review of the Parrish Lane Gateway Design Standards and/or establish a similar applicable development theme for future development inside this gateway corridor.
- 2.C. Consider limiting permitted land uses of the gateway corridor to small local area type commercial, mixed commercial/residential, and conditional uses for larger retail commercial serving the South Davis area. The residential component shall not exceed fifteen (15) units per acre when calculating the entire master planned area.
- 2.D. Consider setting a maximum permitted floor area ranging from of 50,000 to 100,000 square feet per single tenant space and/or 125,000 square feet per single use building.
- 2.E. Establish and maintain an entryway landscaping theme along Parrish Lane and at the four corners of Parrish Lane and 1250 West.

- 2.F. Focus on a landscaping theme that includes streetscape elements and public art that establishes a visual and recognizable identity for the corridor.

GOALS:

- 2. *Create and Develop the Parrish-Legacy Gateway Corridor Cont...***

FUTURE LAND USE***OBJECTIVES:***

- 2.G. Encourage UDOT and help support an entryway theme with design elements and landscaping to enhance the I-15 and Legacy Parkway and the Interchanges, including the bridges and ramp areas.
- 2.H. Establish appropriate business signing regulations to ensure they are compatible and make a visual contribution to gateway elements for the corridor.
- 2.I. Focus on signing regulations that are oriented to the gateway identification of businesses and not excessive heights that are focused towards freeway or pass-through traffic advertising.

FUTURE LAND USE***GOALS:*****3. Create and Develop the Shorelands Commerce Park District**

Located north and west of the Legacy Parkway, this area is largely undeveloped. Nonetheless, with the opening of the Legacy Parkway, access and placement of needed infrastructure will begin and there is great potential for continued growth and development for the City.

Due to a physical separation of this area by the construction of the parkway, the primary goal is to create a unique business park for continued economic growth for the city and to ensure compatibility of development with the purpose and intent of the Legacy Parkway & associated nature preserve.

Just as important as the parkway and preserve themes, this area should be preserved for the creation of a quality employment center for the South Davis Area.

OBJECTIVES:

- 3.A. Rezone or adopt a business park overlay zone to focus on establishing land uses such as manufacturing, high-technology industry, pharmaceutical and medical services, or other similar employment sectors.
- 3.B. Allow for the controlled establishment of secondary supportive land uses as a transition into Farmington City. This area is to compliment the job creation market, such as small service commercial, mixed-use, and residential type uses.
- 3.C. Develop an architectural theme for all buildings in the Commerce Park District. The theme is to be complimentary with regards to a shoreland type environment.
- 3.D. Develop an architectural theme that establishes a shoreland style and motif, creates variation to exterior wall or facade lengths, selects an appropriate color palate with textures, identifies proper roof shapes and materials, and sets forth window and door treatment styles.
- 3.E. Establish and maintain a consistent landscaping theme that is complimentary to the Legacy Parkway and...

FUTURE LAND USE***GOALS:******3. Create and Develop the
Shorelands Commerce
Park District Cont...******OBJECTIVES:***

(3.E. cont...) Legacy Nature Preserve features on either side of the Park.

- 3.F. Focus on a landscaping theme that establishes materials and plants that are native or complementary to the natural shoreland environment, creates informal transitions from the native or natural to the built environments, predominately uses shrubs, and low lying plant material, swales, and some berming for an appearance of openness, and trees for accenting formal or informal corridor features and buildings.
- 3.G. Create a sense of connectivity with the landscaped areas, wetlands, and floodways of differing developments.
- 3.H. Buildings and parking lots are to be aligned and/or clustered in manner to allow for connectivity of differing open spaces. Fencing should be minimal or non-existent.
- 3.I. Establish appropriate business signing regulations to ensure they are compatible and make a visual contribution to architectural and landscaping themes of the Commerce Park.

FUTURE LAND USE***GOALS:******3. Create and Develop the
Shorelands Commerce Park
District Cont...******OBJECTIVES:***

- 3.J. Focus signing regulations on requiring externally lighted wall and monument type signing, utilizes decorative forms and materials and artistic mounting platforms, and prohibits the use of excessive free-standing sign heights, electronic display messaging, and other distractive advertising elements.
- 3.K. Establish appropriate lighting regulations to control undesirable light splay or glare which would have detrimental effect on the visual appeal of the Shoreland Environment.
- 3.L. Focus lighting regulations on enhancement of architecture, pedestrian path and entryways, and for needed safety purposes and prohibit bright metal halide and flood type lighting, and prohibit open or undirected or unneeded light splay or other forms of light pollution.

FUTURE LAND USE***GOALS:*****4. Support and Enhance the Legacy Nature Preserve District**

As part of the construction of the Legacy Parkway, the area west of Sheep Road is permanently restricted from further development and has been placed in the Legacy Nature Preserve.

The goal of this District is to develop various public connections leading to and in some cases, where possible, access to the preserve for the enjoyment of this natural resource.

OBJECTIVES:

- 4.A. Develop a master trails and pathways plan to integrate the Legacy Parkway Trail, the UTA multiple-use corridor, and west side development as a primary enhancement to compliment and support the Preserve area.
- 4.B. Enhance the master trail and pathway plan by integrating the system with the Parrish/Legacy Trail Head Park and looping the system with east side frontage road trails between Glover's Lane and Parrish Lane.
- 4.C. Encourage and support the scenic by-way designation of the Legacy Parkway.
- 4.D. Enhance the by-way designation by integrating the master trail and pathway system through the use of interpretive programs and other activities that identify the natural or geologic processes, historical elements, Farmington Bay environment, and other related resources of the local area.
- 4.E. Support connection of the master trail and pathway system with the Preserve as future opportunities might allow.

GOALS:

***4. Support and Enhance the
Legacy Nature Preserve
District Cont...***

FUTURE LAND USE

OBJECTIVES:

- 4.F. Provide links connecting the Legacy Parkway trail with the Bonneville Shoreline via other city pathways and trails.
- 4.G. Establish a Class I or Class II bikeway that connects the east side area with the trail system of the Legacy Parkway.

FUTURE LAND USE***GOALS:*****5. Buffer Differing Land Use Intensities with Appropriate Standards**

Only uses in a same use intensity level or in an adjacent intensity level may be located next to each other. The goal of a hierarchy standard is to create at least 100 feet of separation before a use in another subsequent intensity level can be employed through zoning districts.

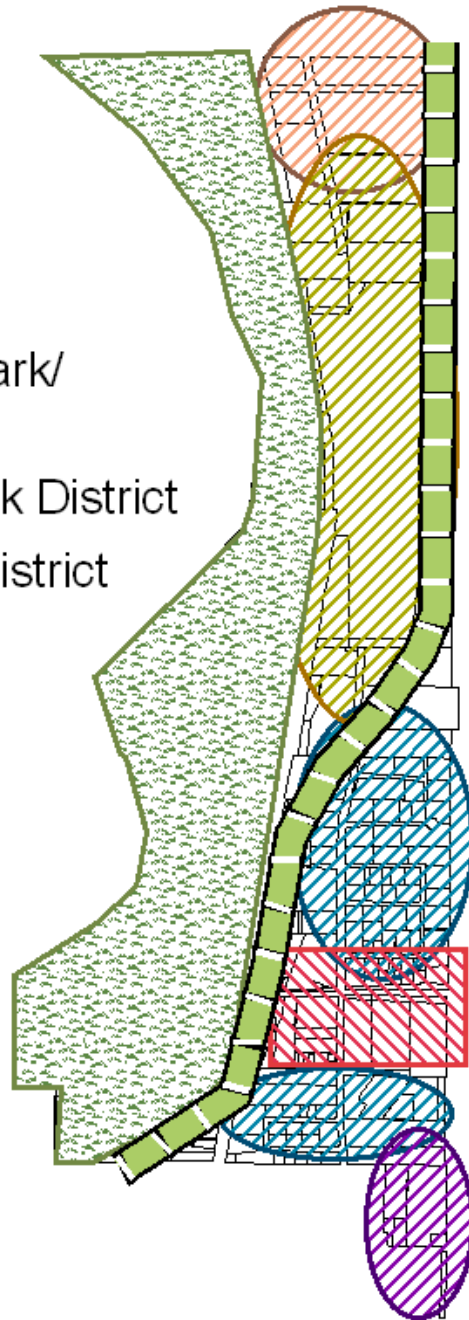
For example, a very-high intensity use cannot be located next to a medium intensity use unless there is a high intensity use that creates a minimum separation of 100 feet.

OBJECTIVES:

- 5.A. Make use of the Land Use Hierarchy Standards found in Section 12-480-5 of the City's General Plan.
- 5.B. Establish a landscaping buffering standard of at least 30 feet where two incompatible intensities are located next to one another.
- 5.C. Strategically locate accessory buildings and uses of a higher intensity to assist with spatially buffering a lower intensity.

Legend

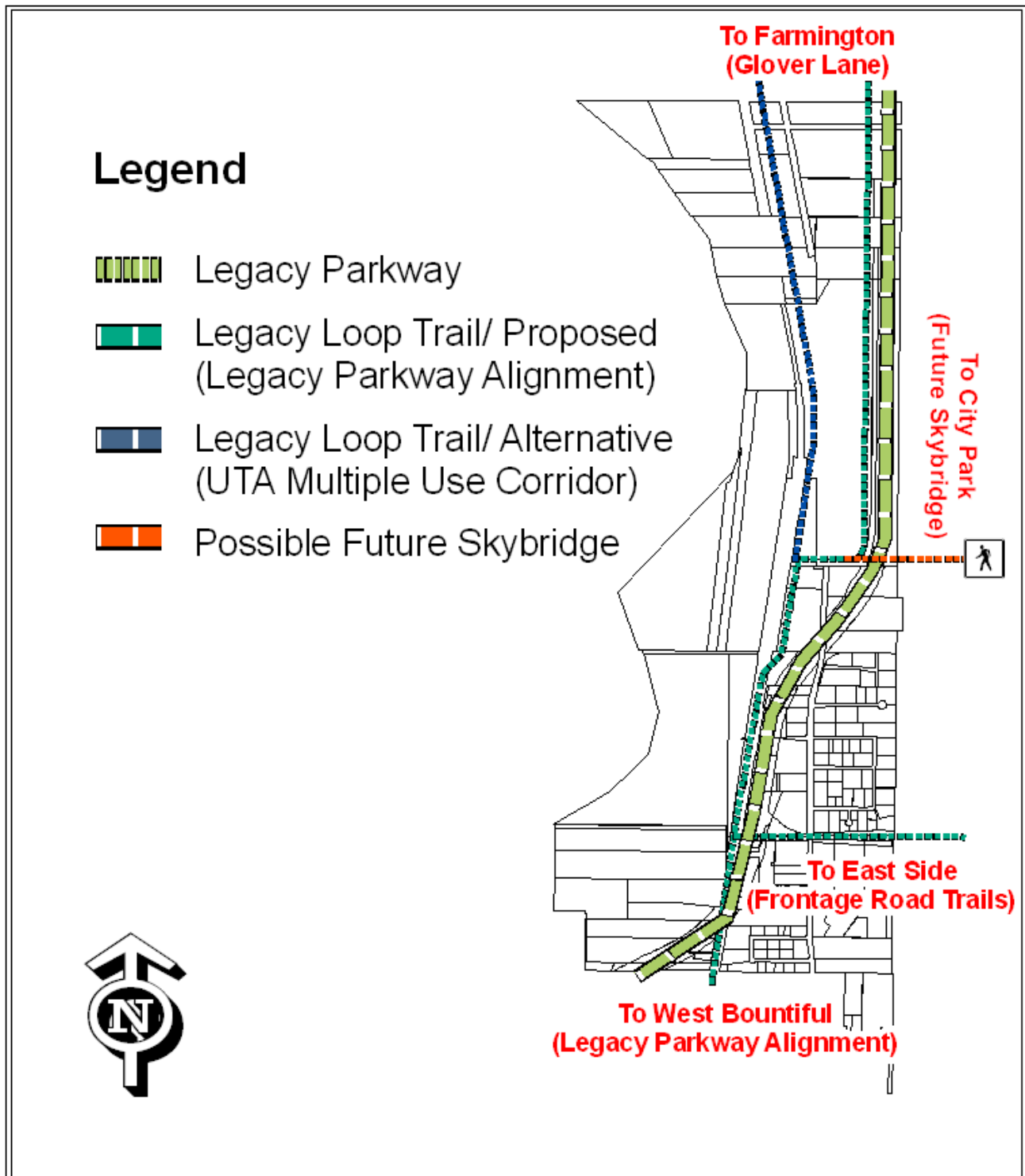
-  Legacy Parkway
-  Legacy Preserve District
-  Shoreland Commerce Park District
-  Shoreland Commerce Park/
Mixed Node
-  Centerville Business Park District
-  Parrish Lane Gateway District
-  South Industrial District



Future Land Use Map

Map 1 of 2

West Side Neighborhood



*GOALS:***6. Preserve and Develop the Area for Future Business and Job Growth**

Future development growth for the City needs to focus more on employment growth. The goal is to establish the long-term financial health of the City by preserving places for continued business growth with good jobs being added to the existing mix of residential and retail in other areas of the City.

ECONOMIC DEVELOPMENT*OBJECTIVES:*

- 6.A. Create and develop a strong and viable job creation and employment center in the West Centerville Neighborhood
- 6.B. Develop and/or support the construction of needed infrastructure with adequate capacities to attract businesses and companies to this area.
- 6.C. Limit big-box and other comparable retail development to the existing developed areas and to the east and west Parrish Lane Gateway Corridors.
- 6.D. Encourage and support Davis County, the local Chamber of Commerce, and State entities to actively market and pursue companies to locate here in the West Centerville Neighborhood.

**ENVIRONMENTAL
COMPATIBILITY****GOALS:****7. Properly Manage Wetland Resources**

Natural streams and drainage corridors need to be accommodated so that wetland resources can be managed and preserved.

The goal is to ensure that natural water courses are maintained to create needed flow to functional wetland areas and to prohibit the artificial creation of new wetlands through neglect or failure of the natural or human made drainage channels.

Additionally, there are several unnatural barriers that have or will change the hydrology of the West Side Neighborhood. These changes need to be managed in a manner to help prevent redirection or blocking water courses that result in water pooling in areas eligible for future development.

OBJECTIVES:

- 7.A. Support the preservation and, where possible, the enhancement of the Legacy Nature Preserve.
- 7.B. Encourage and support efforts to properly construct and maintain natural stream and drainage channels to preserve functional wetland areas and to prevent the artificial creation of wetland areas where development is to occur.
- 7.C. Encourage local, state, and federal agencies and entities to reclaim unnatural or non-functional wetland areas through wetland banking and other mitigation programs, particularly in the areas between Sheep Road and Legacy Highway.
- 7.D. Incorporate functional wetland areas into the design and layout of land development and ensure that needed water resources and flows are adequately supplied to these areas.
- 7.E. Integrate wetland areas to create a sense of connectivity from one site to another as part of the landscaping design of each development site.

***ENVIRONMENTAL
COMPATIBILITY******GOALS:*****8. Minimize Public and Private Losses Due to Flood Conditions**

The City has adopted a flood damage prevention ordinance (Chapter 9-5, Centerville City Municipal Code). This ordinance establishes “Areas of Special Flood Hazards” through the use of FIRM (FEMA) Mapping program.

The West Side Neighborhood contains several of these flood hazard areas that may affect how property can be developed. The goal is to take needed precautionary steps to minimize public and private losses due to flood hazard conditions.

OBJECTIVES:

- 8.A. Require development to comply with all local, state, and federal regulations regarding flood hazard conditions.
- 8.B. Establish procedures and provide support for properly managing and enforcing the Municipal Code, or any other similar code or regulation, with regards to “Areas of Special Flood Hazards.”
- 8.C. Provide information technology resources to educate and employ tools to ensure compliance with applicable local, state, and federal regulations regarding flood hazard conditions.
- 8.D. Encourage and support efforts to properly construct and maintain natural stream and drainage channels to help minimize flooding conditions.
- 8.E. Minimize placement of flood channels, floodways and flood plains into underground structures. There should be an appearance of connectivity from one site to another as part of the landscaping design of surrounding developments.

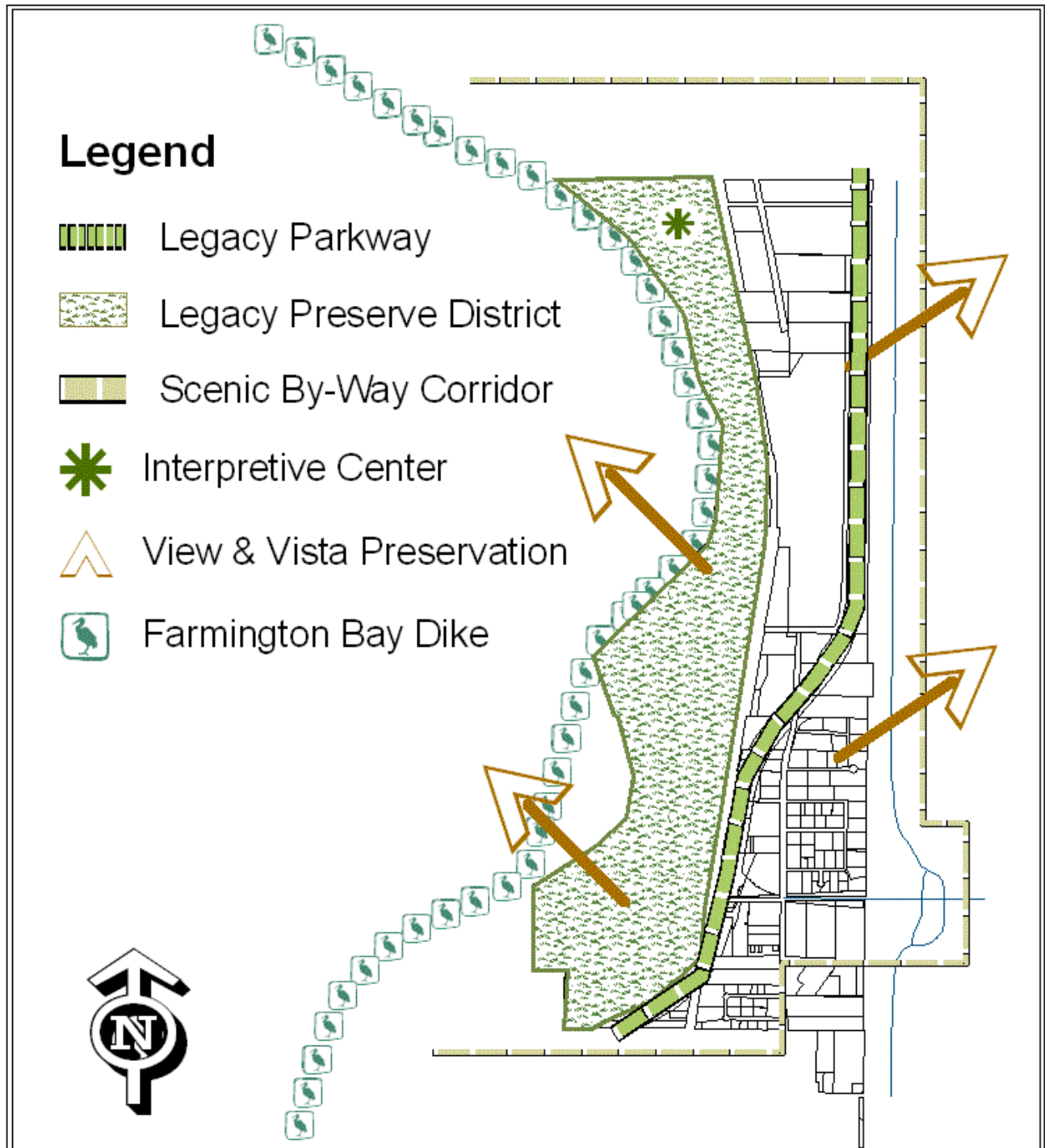
**ENVIRONMENTAL
COMPATIBILITY***GOALS:***9. Provide Support for the
Davis County Shorelands
Plan**

Davis County has adopted a Shorelands Master Plan. The plan depicts the County's desired uses along the shorelands of Davis County. The plan also encourages each city to adopt the plan as part of their general plan for their community.

The goal is to provide general support for the Davis County Shorelands Plan, however to adopt and/or modify particular items within the Plan to be more in line with the City's desired results for West Centerville Neighborhood.

OBJECTIVES:

- 9.A. Encourage and support the development of a community trail head/interpretive center west of Sheep Road as part of or adjacent to the Legacy Nature Preserve area.
- 9.B. Develop a business park type development in the northwest area, west of Legacy Parkway.
- 9.C. Encourage a context sensitive continuation of the land uses in the existing area south and east of the Legacy Parkway, particularly along the 1250 West corridor.
- 9.D. Integrate shoreland related features or art and utilize interpretive opportunities as part of the Parrish Lane/Legacy Parkway interchange area.
- 9.E. Protect and preserve view and vistas of the shoreland and mountain interface of this area by controlling visual pollution due to signing, lighting, outdoor storage, and other types of obstructions or appearances.



Environmental Compatibility Map

West Side Neighborhood

**TRANSPORTATION
PLANNING***GOALS:***10. Support Enhancement of
the Interstate 15 and
Legacy Parkway
Roadways**

The goal is to ensure that construction and reconstruction of these roadways, particularly with interchange areas, provide needed capacity to service the City.

Additionally, these interchange areas function as the identity or “first impression” for the City. Each interchange area ought to visually function as a “welcome mat” to the City.

OBJECTIVES:

- 10.A. Encourage and support the reconstruction of the interchange at Interstate 15 to provide capacity for existing and future needs of the City.
- 10.B. Encourage and support the enhancement of the interchange bridge, ramps, and shoulder areas, similar to what has been done in Utah and Washington Counties.
- 10.C. Support UDOT’s plan for Legacy Parkway Interchange with Legacy bridging Parrish Lane.
- 10.D. Encourage and support UDOT’s current plan to construct, on Parrish Lane, three (3) traffic lanes with a capacity to accommodate five (5) traffic lanes along Parrish Lane and underneath the Legacy Parkway.
- 10.E. Ask and support UDOT to maintain the existing access over the UTA multiple-use Corridor, from the Legacy Interchange west to Sheep Road, to help preserve a future opportunity to develop a major inter-city arterial connection via Sheep Road.

**TRANSPORTATION
PLANNING***GOALS:***11. Develop and Support
Public Transit/Alternative
Transportation Systems**

The UTA Commuter Rail system stations are located north and south of the West Centerville Neighborhood. Another future public transit system is being considered connecting Salt Lake City with Farmington on the east side of the City.

The goal is to create a supportive or local transit system that will connect the West Centerville Neighborhood with these other public transit systems, thereby allowing workers to have alternative means of traveling to and from the existing and future business park districts.

OBJECTIVES:

- 11.A. Develop a future transit node as part of the Legacy Parkway Community Trail Head located just east of the Legacy Parkway northbound on ramp.
- 11.B. Encourage development of a local roadway access from 1250 West to the transit node/community trailhead area.
- 11.C. Develop and support a public transit system loop connecting the transit node with the future BRT/Light Rail system on the east side of the City, over to the Farmington Commuter Rail Station, and then back to the West Side Neighborhood.
- 11.D. Encourage UTA, Davis County, Wasatch Front Regional Council and other entities to adopt plans and assist with funding a localized public transit loop connecting the west side with the east side of the City.

**TRANSPORTATION
PLANNING***GOALS:***12. Develop 1250 West as a
Major Boulevard Street
for the Business Park**

1250 West Street functions as the primary collector road for Centerville City Business Park District. Additionally upon completion of the Legacy Parkway, it will serve as the main entry access for the Shorelands Commerce District via the Bridge Overpass near 1275 North.

The goal is to maintain and enhance the appearance of its streetscape through the use of a boulevard roadway design or similar style. The desired outcome is to create a positive visual transition from one district to another district due to the separation of these areas by the Legacy Parkway.

OBJECTIVES:

- 12.A. Reconfigure the alignment of the intersection at 1250 West and Parrish Lane. Ensure that lanes are properly aligned and spaced.
- 12.B. Plan for and when appropriate install a traffic signal at the 1250 West and Parrish Lane intersection.
- 12.C. Enhance the visual appeal of the 1250 West corridor through use of landscaping and features to create a thematic boulevard appearance.
- 12.D. Enhancement should focus on use of a low-water design that utilizes rock beds, drought tolerant plants along the shoulders of the roadway. Features such as decorative monuments, street lamps, or metal banner pennants ought to be regularly spaced along the corridor.
- 12.E. Construct a visual barrier, where appropriate, such as fencing to be used as a backdrop for the 1250 West streetscape theme to screen the interior areas of the business park. Small kiosk marker signs could be used at the intersection corners for identifying businesses interior to the business park.

***TRANSPORTATION
PLANNING***

GOALS:

- 12. Develop 1250 West as a
Major Boulevard Street for
the Business Park Cont...***

OBJECTIVES:

- 12.F. Develop a west Legacy Parkway frontage road from 1275 North Street to 650 West Street in Farmington City.

**TRANSPORTATION
PLANNING***GOALS:***13. Develop Sheep Road as a
Inter-city Arterial
Roadway***OBJECTIVES:*

- 13.A. Work with local and state agencies to construct Sheep Road as a major inter-city arterial connecting Centerville City (at Parrish Lane) north to Farmington City.
- 13.B. Encourage a context sensitive design standard to be employed in the construction of the roadway, specifically along the Shorelands Commerce Park District and the Legacy Preserve.
- 13.C. Integrate this roadway with future amenities of the Legacy Nature Preserve and provide secondary means of public access from the Shorelands Commerce Park District and the Nature Preserve area.
- 13.D. Encourage and develop a secondary access loop to improve emergency access by connecting 1250 West to 1275 North, crossing the UTA Corridor to Sheep Road, then connecting to Parrish Lane and back to 1250 West.

**TRANSPORTATION
PLANNING***GOALS:***14. Develop a context sensitive roadway design standard and network for the Shorelands Commerce Park District**







In conjunction with the criteria established for designing the Legacy Parkway, the local area network ought to also reflect this same look and feel, particularly with the Shorelands Commerce Park District.

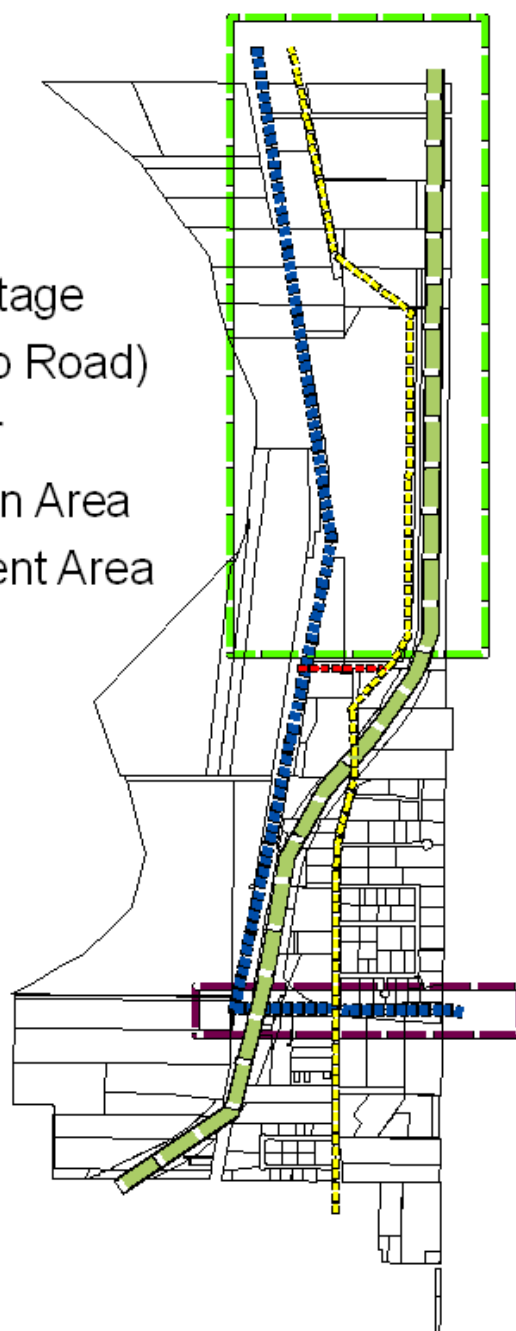
The goal is to blend the roadway network with the natural environment by creating a pastoral driving experience, incorporating views of the natural landscape, utilize forms, patterns, and textures that reflect or compliment the local landscape, and offer opportunities for the users of the area to visually interact with nature.

OBJECTIVES:

- 14.A. Utilize a less urban form of street cross section by adopting a low-impact roadway design standard to be employed specifically in the Shorelands Commerce Park District.
- 14.B. Focus of the low-impact design is to minimize the amount of roadway surface, eliminate or identify an alternate form to replace high-back curbing, utilizing the terrain and swales for storm water run-off, minimizing access points or curb-cuts, and blending sidewalk systems into the environment.
- 14.C. Employ the low-impact design standard beginning at 1275 North Street and ending at the City's north boundary.

Legend

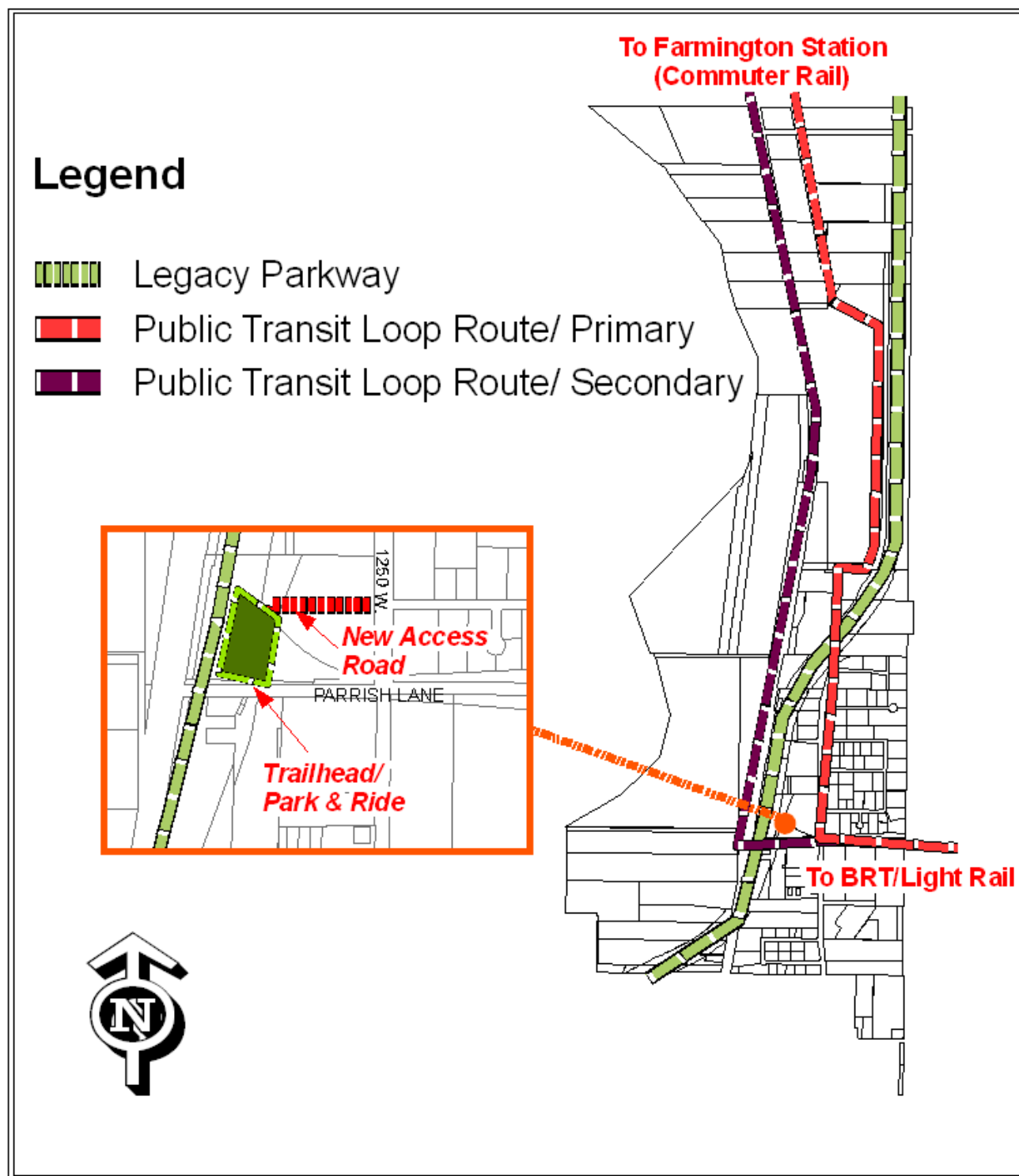
-  Legacy Parkway
-  1250 West/Legacy Frontage
-  Inter-City Arterial (Sheep Road)
-  Minor Arterial Connector
-  Low-Impact Road Design Area
-  Interchange Enhancement Area



Transportation Planning

Map 1 of 2

West Side Neighborhood



Transportation Planning

Map 2 of 2

West Side Neighborhood

*GOALS:***15. Furnish the needed utility and service infrastructure to support proper development of the Neighborhood**

There are significant areas of the neighborhood that lack the necessary infrastructure to properly service development. This is particularly a concern in the Shorelands Commerce Park District.

The goal is to provide and/or upgrade supportive infrastructure from a master system perspective rather than through piecemeal efforts of an individual by individual development basis.

***COMMUNITY FACILITIES
AND SERVICES****OBJECTIVES:*

- 15.A. Consider the use of special improvement districts, and local, state or federal funding sources, as appropriate, and where necessary impact fees to build needed roadway and utility services for proper development of the West Side Neighborhood.
- 15.B. Provide an adequate, quality water supply to all West Centerville properties that is also in compliance with the City Master Water Conservation Plan.
- 15.C. Encourage and support the development of an adequate, well-maintained, sanitary sewer system for all West Centerville properties.
- 15.D. Establish a Master Storm Water Management Plan and manage storm water runoff in a manner to protect personal and public property of the West Centerville area.
- 15.E. Establish an appropriate irrigation system that has the capacity to serve and maintain the landscaping of the West Centerville area.
- 15.F. Encourage the development technology infrastructure to serve the business needs of the West Centerville area.

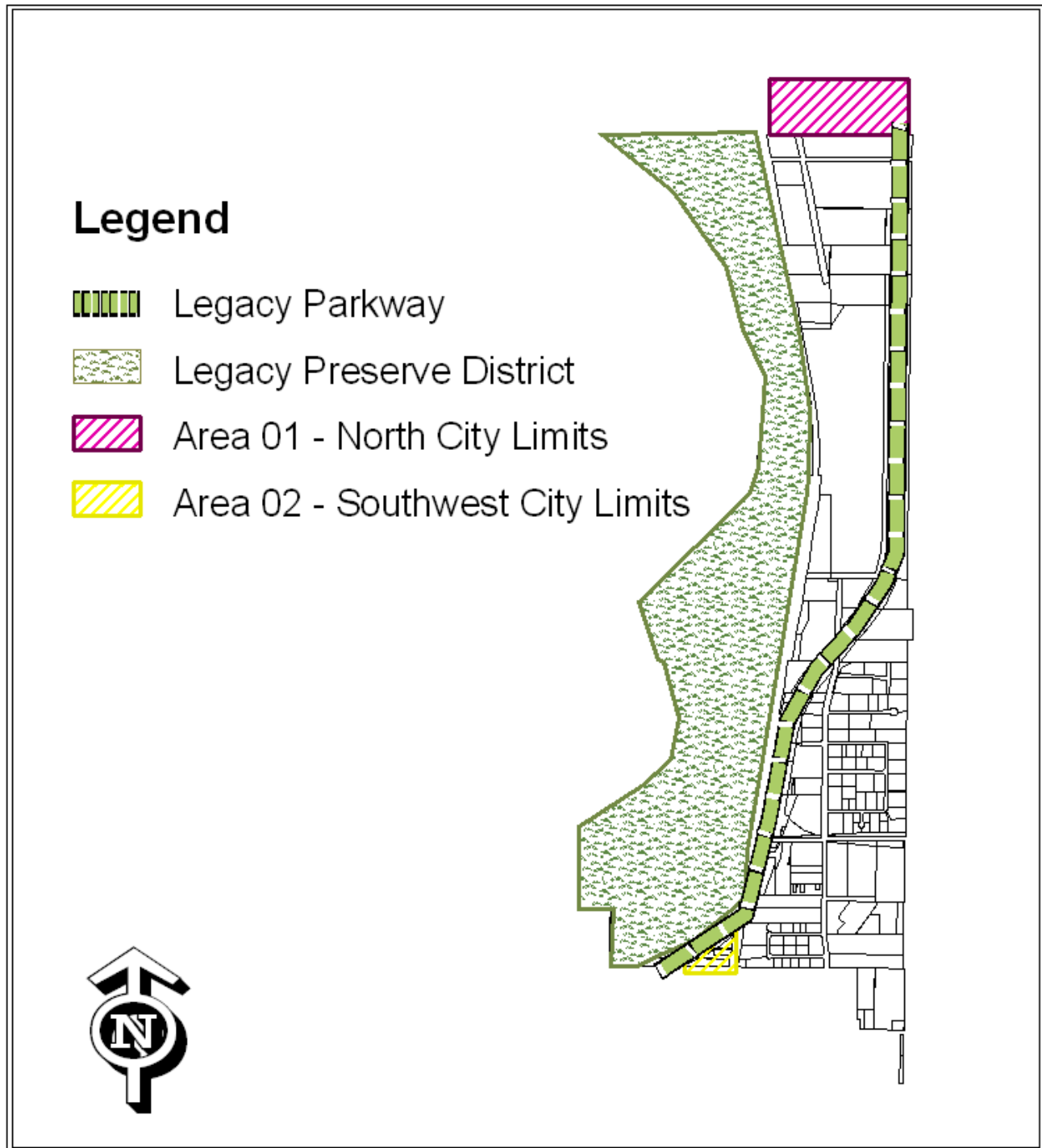
ANNEXATION ISSUES*GOALS:***16. Create an Annexation Plan to address annexation and/or Boundary Adjustments for Select Properties of the West Centerville Neighborhood.**

Annexation for the West Side Neighborhood will play a minor role in the future development of the City. However, there are a couple of issues that need to be addressed. The two issues addressed in the West Centerville Plan have very distinct and separate concerns or impacts to the City.

The goal is to identify the opportunities or constraints and set forth possible solutions or resolutions that are hopefully agreeable and advantageous to both the private property owners and the City.

OBJECTIVES:

- 16.A. Consider in the plan whether to annex property at the north end of the neighborhood, identified as Area 01 on the Annexation Issues Map.
- 16.B. Include Area 01 as part of the zoning for the Shorelands Commerce Park upon annexation into the City.
- 16.C. Integrate Area 01 wetlands and stream areas as public open space for the Commerce Park and the Legacy Parkway Trail after annexation into the City.
- 16.D. Consider in the Plan whether a boundary adjustment with West Bountiful is needed for Area 02, due to the limited ability to provide services and access to these properties.
- 16.E. Consider rezoning to residential or possible property acquisition for public open space, if Area 02 is to remain in Centerville City.



Annexation Issues Map

West Side Neighborhood